**In the Claims:**

Claims 1-15 (canceled).

Claim 16. (currently amended) A method for improving the efficiency of an electric motor contained in a waterproof motor housing having at least one drive shaft extending through a waterproof seal in said motor housing, the method comprising the steps of heating the drive shaft to a temperature of about 40°C ~~40°~~; applying a liquid automotive crankcase anti-friction lubricant additive to the shaft; heating the coated shaft to a temperature of about 80° C; cooling the shaft to ambient temperature; assembling the drive shaft to the motor; and placing the seal on the drive shaft and operably installing the motor and seal in the housing.

Claim 17. (original) The method of claim 16, wherein the lubricant composition is a polymeric material.

Claim 18. (original) The method of claim 16, wherein the liquid lubricant composition is applied to the portion of the shaft in contact with the seal.

Claim 19. (original) The method of claim 16, wherein the drive shaft is stainless steel.

Claim 20. (currently amended) A method of improving the overall operating efficiency of an electric motor-powered assembly, the assembly comprising an electric motor,

a drive shaft connected to the motor, a driven unit connected to the drive shaft and one or more contact units through which the drive shaft passes axially, the contact units selected from the group consisting of seals, ~~seals~~ bearings and journals, the method comprising the steps of: heating the drive shaft to a temperature of about 40°C ~~40°~~; applying a liquid automotive crankcase anti-friction lubricant additive to the shaft; heating the coated shaft to a temperature of about 80° C; cooling the shaft to ambient temperature; assembling the drive shaft to the motor; and placing the seal on the drive shaft.

Claim 21. (new) The method of claim 20, wherein the lubricant composition is a polymeric material.

Claim 22. (new) The method 21, wherein the polymeric lubricant additive includes tetrafluoroethylene, fluorocarbon polymers, fluorinated ethylene propylene resins and combinations thereof.

Claim 23. (new) The method of claim 20, wherein the liquid lubricant composition is applied to the portion of the shaft in contact with the contact unit.

Claim 24. (new) The method of claim 20, wherein the drive shaft is stainless steel.

Claim 25. (new) The method of claim 20 in which the driven unit is a water pump and the electric motor is contained in a waterproof housing.